8. Traffic Data

Edwards and Kelcey, under contract with INDOT's Traffic Statistics Unit, prepared a Traffic Forecast Study finalized July 1, 2007, for the corridor. The study includes Annual Average Daily Traffic (AADT) and Design Hourly Volume (DHV) projections for all mainline, ramps, ramp junctions, and adjacent intersections to ramp junctions. The traffic projections were developed via a *Paramics* traffic model that underwent multiple revisions per INDOT review and comment.

Interim year 2006 traffic data was provided by Edwards and Kelcey and utilized by Corradino in order to move the study forward while the final traffic data was being prepared. Corradino grew the 2006 interim traffic data to year 2031 by assuming a 2% per year straight-line growth. This was considered a conservative approach and the intent was to analyze various interchange alternatives and make recommendations based on the interim data with 2% per year straight-line growth. The hope was that when the final traffic data was received, the interim recommended preferred alternative would continue to perform using the final traffic data. Since the final traffic data was developed via a traffic model, individual movements were forecasted to grow by varying percentages. Some movements were forecasted to grow by a large amount while other movements were forecasted to grow by a very small amount from 2006 to 2031. It was determined that Corradino would not only display the 2006 and 2031 final Edwards and Kelcey traffic data and traffic capacity analysis in the study, but a range would be provided by growing the 2006 traffic data to 2031 via 1% per year and 2% per year straight line growth. This is done to give the reader a feel for future anticipated performance if a particular movement experiences different growth than forecasted in the *Paramics* model. It is merely for reference.

Refer to Tables 17 and 18 for existing as well as projected I-465 mainline traffic data. Also refer to Tables 19 and 20 for the existing, as well as projected, I-69 mainline traffic data. It shows that the heaviest projected mainline volumes are along I-465 east of I-69 and along I-69 between I-465 and 82nd Street. For a graphical, more detailed illustration of the existing and projected traffic volumes for mainlines and ramps refer to the exhibits in Appendix F.

Table 17
I-465 Existing & Projected Mainline Traffic Data
Note: 2031 Projections from the Edwards and Kelcey Model

Location	AADT (vpd)		Existing Hourly Volumes (2006) (vph)				Design Hourly Volumes (2031) (vph)			
	2006	2031	AM Peak		PM Peak		AM Peak		PM Peak	
			EBL	WBL	EBL	WBL	EBL	WBL	EBL	WBL
East of U.S. 31	142915	159830	3985	6883	6073	4966	6419	6102	7113	5251
Within the SR 431 Interchange	114200	130155	2440	5361	5026	3976	4829	5172	5981	4235
SR 431 to Allisonville Rd.	150065	170291	5331	6226	6391	5402	6222	6888	7619	5732
Within the Allisonville Road Interchange	127665	145771	4605	5556	5393	4338	5405	6128	6541	4639
Allisonville Road to I-69	150640	171895	5688	6248	6017	5408	6552	7020	7229	5861
I-69 East to Fall Creek	-	-	6392	6681	6738	6635	9139	10070	9754	9152

Table 18
I-465 Existing & Projected Mainline Traffic Data
Note: 2031 Projections Assuming 1% and 2% Straight-Line Growth (SLG)

Location	AADT (vpd)		Design Hourly Volumes (2031) Assuming 1% SLG (vph)				Design Hourly Volumes (2031) Assuming 2% SLG (vph)			
	2031 Assuming 1% SLG	2031 Assuming 2% SLG	AM Peak		PM Peak		AM Peak		PM Peak	
			EBL	WBL	EBL	WBL	EBL	WBL	EBL	WBL
East of U.S. 31	178644	214373	4982	8604	7591	6208	5978	10325	9110	7449
Within the SR 431 Interchange	142751	171300	3050	6702	6282	4970	3661	8042	7540	5965
SR 431 to Allisonville Rd.	187582	225098	6664	7783	7989	6753	7997	9339	9587	8103
Within the Allisonville Road Interchange	159582	191498	5756	6945	6742	5423	6908	8335	8090	6508
Allisonville Road to I-69	188300	225961	7110	7810	7522	6760	8533	9373	9026	8113
I-69 East to Fall Creek	-	-	7990	8352	8423	8294	9589	10022	10107	9953

Table 19
I-69 Existing & Projected Mainline Traffic Data
Note: 2031 Projections from the Edwards and Kelcey Model

Location	AADT (vpd)		Existing Hourly Volumes (2006) (vph)				Design Hourly Volumes (2031) (vph)			
	2006	2031	AM Peak		PM Peak		AM Peak		PM Peak	
			NBL	SBL	NBL	SBL	NBL	SBL	NBL	SBL
North of I-465	173495	185431	5960	7109	7385	6579	8488	9105	9986	8647
Within 82nd St. Interchange	141750	151195	4673	5522	6427	5335	8488	9105	9986	8647
82nd Street to 96th St.	152195	162600	4967	5941	7034	5811	7496	7856	9665	7836

Table 20
I-69 Existing & Projected Mainline Traffic Data
Note: 2031 Projections Assuming 1% and 2% Straight-Line Growth (SLG)

Location	AADT (vpd)		Existing Hourly Volumes (2031) Assuming 1% SLG (vph)				Design Hourly Volumes (2031) Assuming 2% SLG (vph)			
	2031 Assuming 1% SLG	2031 Assuming 2% SLG	AM Peak		PM Peak		AM Peak		PM Peak	
			NBL	SBL	NBL	SBL	NBL	SBL	NBL	SBL
North of I-465	216869	260243	7451	8887	9232	8224	8940	10664	11078	9868
Within 82nd St. Interchange	177188	212625	5841	6903	8034	6669	7010	8284	9640	8003
82nd Street to 96th St.	190244	228293	6209	7426	8791	7264	7451	8912	10551	8717